

## CENTRAL INTELLIGENCE AGENCY

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S E C R E T

COUNTRY USSR (Arkhangelsk Oblast)

REPORT

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This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. At 1100 hours GMT on 27 May 1955, a half-submerged submarine was at a position 15 nautical miles northwest of Tsyp Navalok, Rybachiy Peninsula. The submarine proceeded on a course toward the Kola Fjord at a speed of eight to nine knots. It had a conning tower with rounded edges, and two periscope-like objects projecting up from the top of it. There were guns visible. Something white on the side of the tower, possibly a number, could not be distinguished. (See sketch No. 1, page 3,)
2. At 0700 hours GMT on 28 May, a naval vessel was close in to land at Svyatoy Nos on an easterly course at a speed of about 12 knots. It was about 170 to 180 feet long, and had one gun on the foredeck, a bridge with topmost part overhanging slightly, a tripod mast at the after edge of the bridge, a break in the deck at the mast, one funnel, a structure on the after-deck which could not be seen plainly, and a railing arrangement at the stern. (See sketch No. 2, page 3,)
3. In and out of Severnaya Dvina there were several vessels of the following type: Flush deckers, about 100 feet long, and approximately three-inch gun in a shield on the foredeck; a bridge with a large rangefinder and an unidentified round object, possibly a tarpaulin-covered searchlight, above and abaft the rangefinder; a pole mast at the after edge of the bridge; one funnel; a twin-barrelled gun like an Oerlikon on each side of the funnel; and two guns of the Bofors type on the centerline on the afterdeck (see sketch No. 3, page 3). On the morning of 30 May, eight of these vessels were anchored off Severnaya Dvina Lightship. At noon on 11 June, ten of them were observed along the quay at Solombala. In the evening of 11 June, five or six of them lay at anchor off Severnaya Dvina Lightship.
4. At 0700 hours GMT on 13 June, a submarine was observed on the surface at a position 13 nautical miles north of Cape Teriberka, on a northeasterly course at a speed of 15 or 16 knots. The foredeck was thrice, and the afterdeck twice the length of the conning tower. It had a raised bow with visible torpedo tubes on the side and a square cornered conning tower with breaks, and a rounded after end, and a dark vertical stripe on the forward part of the tower.

S E C R E T

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

S E C R E T

25X1

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There were two ports in the after portion of the tower which were not visible until the vessel was seen from 45° abaft the beam; under the ports there was something which resembled a large door; abaft the tower there was a structure which could have been a gun turret but no gun barrel was observed. (See sketch No. 4, page 3.)

25X1

5. On 7 June at 1400 hours GMT, the LENA passed out the main channel of the Severnaya Dvina from Arkhangelsk. The deck cargo included four petroleum tanks on the foredeck and two on the afterdeck. The tanks were cylindrical, each with a capacity of about 20 tons. They were designed for horizontal installation. Also included in the deck cargo was an undetermined number of trucks, probably military, on the foredeck and afterdeck. There were many passengers aboard, both civilians and people in army uniforms. On 5 June, a white passenger ship of about 2,000 DWT passed out the main channel of the Severnaya Dvina from Arkhangelsk with no deck cargo, but many passengers. On 11 June, a training ship of about 300 DWT lay at anchor about 1½ nautical miles in from the pilot station. It had three masts with yards on the foremast, but the main mast and mizenmast were level toppers. It had an auxiliary engine. A number of young boys were painting the hull. A railway ferry stopped at Sawmill No. 25 twice during the period from 30 May to 11 June, and loaded lumber of poor quality which it transported up the river. It had ARKHANGELSK PORT in the Cyrillic alphabet. It was about 220-230 feet long with a beam at the maindeck of about 60 feet. There was a double elevator tower in the bow which had a maximum height above the deck of 40 to 45 feet, and a cabin for the elevator operator in the tower. A low bridge with built-up pilot house stood abaft the elevator tower; there were two funnels in line on the centerline, a structure for a sprinkling system aft; and a stern gangway from the bridge to the poopdeck. On the deck were two 25 to 28 foot long hoist platforms all the way forward with tracks going straight ahead over them, and two switches immediately aft of the platform, for the starboard and port side tracks. There were winches on both sides all the way forward, with a housing on one side; a long engine housing; and large gates on both sides of the afterdeck. Heavy buffers were located below the forward edge of the poop. A large warping capstan was placed at the stern. There was a closed space below the poop. A wooden deck was built up to track level so that motor vehicles could drive on the deck unhindered through the gates on the afterdeck. The foredeck of the ferry was strongly flared out, but the hull had a more normal shape below deck. The vessel was motor-driven, had two screws, and maneuvered very easily. It was stated that the ferry could accommodate 38 cars - probably ordinary freight cars. (See sketch No. 5, page 4.)
6. Small airplanes, probably single-engine jet planes, circled over the area constantly, about six nautical miles south of Povrakul (Admiralty Chart No. 2280). At about 1300 hours local time on 11 June, a large two-engine passenger plane flew over Arkhangelsk city and landed directly at Keg Ostrov Airfield, probably toward the north or northwest. Right after that came a small single-engine biplane which landed in the same direction.
7. At Sawmill No. 25, on the east bank of the Severnaya Dvina River just north of Povrakul, there was a quay about 600 feet long built-up from waste lumber with a poor plank deck. Depth of water at the quay was ten feet, 18 feet at about six feet out from quay edge, and 28 feet at about 20 feet out from quay edge. (Bottom profile was as shown in sketch No. 6.) The quay had four wire straps to moor to. Because of the poor mooring arrangement, ships lie with their anchors out. On the one end of the quay, there was a ferry bascule. A new dispatching office, a one-story building about 8 by 12 meters, had been erected just above the pier. Entrance to the building was in the middle of the long side of it. The offices in the front part of the building were as follows: A large accounting office to the right of the entrance; the second dispatcher's office to the left of the entrance; and the chief dispatcher's office in the left hand corner of the building, reached by going through the second dispatcher's office. The building was heated with steam conducted in underground pipes from the sawmill.

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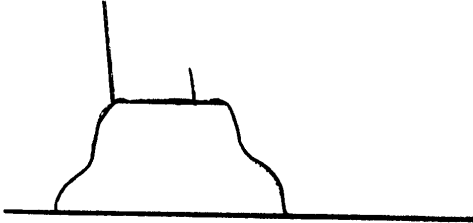
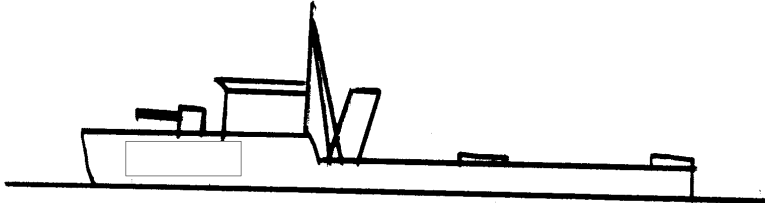
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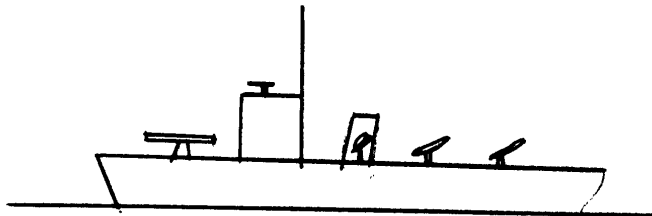
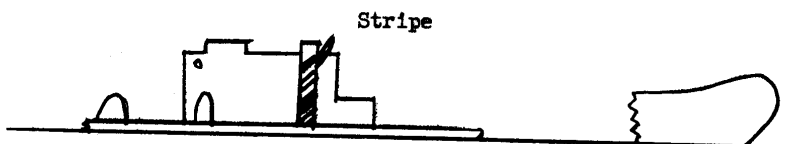
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8. The floating bridge between Solombala and Arkhangelsk was being laid out. It was said that the permanent bridge would not be put into use until next year.

Sketch No. 1A submarine near Rybachiy PeninsulaSketch No. 2Vessel near Svyatay Nos

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Sketch No. 3Vessels near Severnaya Dvina LightshipSketch No. 4Conning tower and bow of submarine near Cape Teriberka

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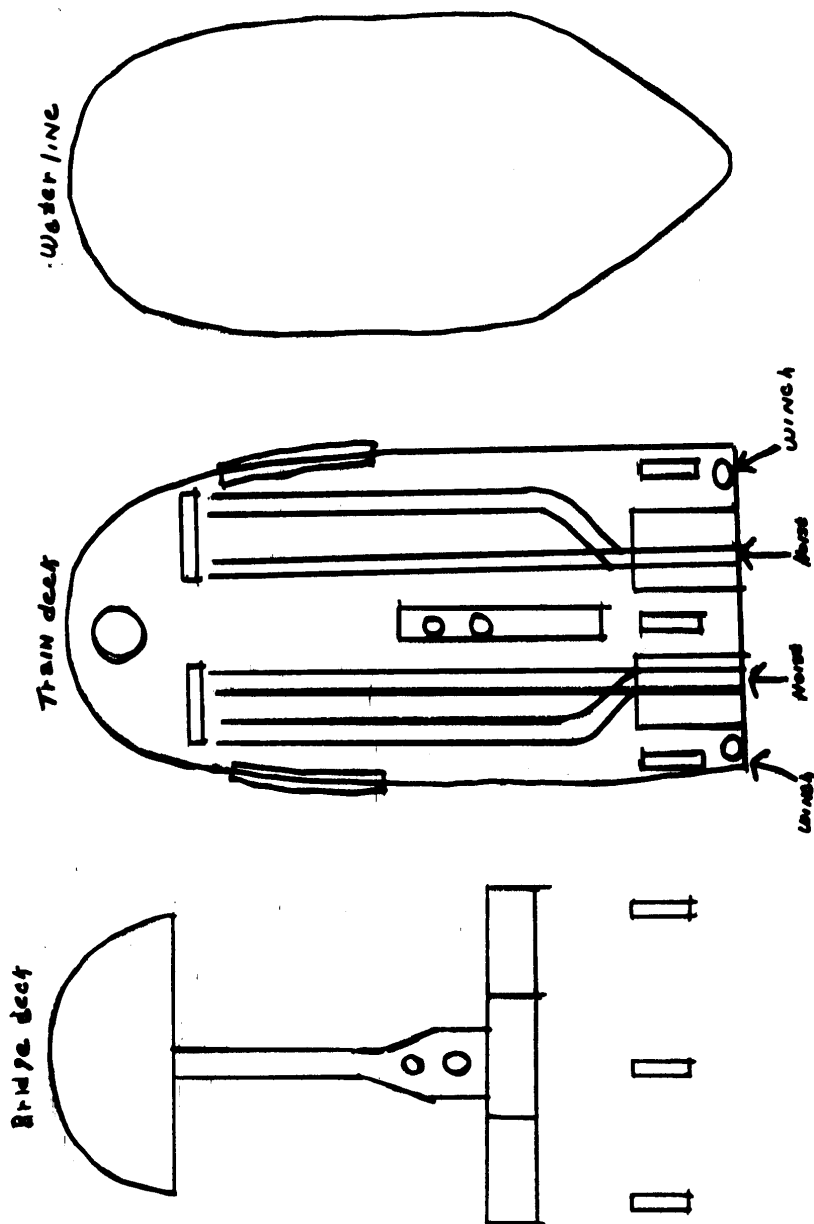
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Sketch No. 5



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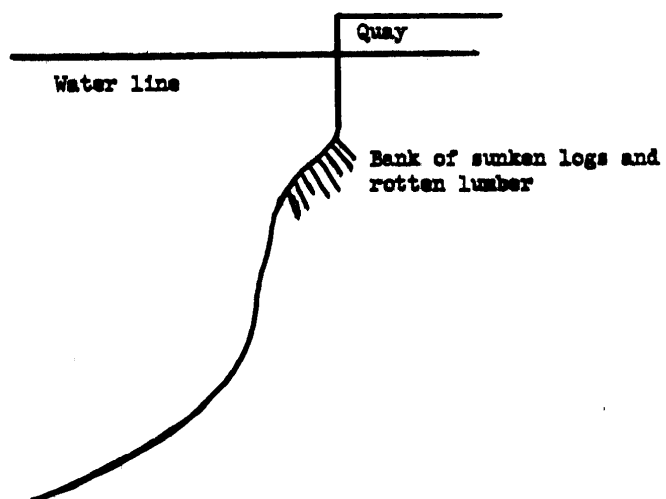
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Sketch No. 6

Quay at Sawmill No. 25



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